

Essex Thameside News

Nº 169, May 2021



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Graham Cook
Chairman and co-editor

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Chairman's message

Hello and welcome to our latest Spring newsletter.

Ladies and gentlemen, it is just about time to start your engines and let the 'Essex Thameside' Jaguar car club season finally commence, at least subject to any further changes from the Government's route map out of lockdown.

Fortunately, we have seen a further easing of the restrictions and it is splendid that we can now eat and drink outside at pubs and restaurants. We have seen a lot of sunshine over the last few weeks, but the temperature has been little colder than ideal for 'al fresco' dining. No matter. Life is on 'en route' to getting back to normal.

We have lost a lot of the earlier shows and events this year but don't worry, your committee held a Zoom meeting to discuss this matter and is working to book a good selection of shows and events which will, of course, be in accordance with the Covid rules prevailing at that time.

At this time, the first club event we have planned to attend is the 'Wings & Wheels' Flying Day at the Great War Aerodrome, Stow Maries. We will be able to park together in the classic car display area. They have kindly allowed our 'splendid' cars, of any age, to enter free of charge for the driver and parking. However, any passenger(s) will need to purchase a ticket. I am told that the event usually sells out prior to the day, so you would probably be advised to

purchase your passengers' tickets beforehand.

I will be emailing our membership with details of any further events as they are booked and confirmed with us.

I know that some of our members independently attended events on Drive-It-Day last weekend on 25 April, such as three who went to the gathering at Kersey Mill. Unfortunately, however, for the second year running we were unable as a club to hold a Drive-It-Day event ourselves. But don't despair, we will be arranging our own region's Drive-It-Day later in the year, to be held once all the restrictions have been lifted.

We are pleased to announce that we have re-introduced, in this edition of the newsletter, our Shows and Events page. It is great that we do now actually have some events and shows to look forward to.

We should be going to Step Four in our Government's lifting of restrictions on 21 June, in which case our Club Night meetings will recommence on Tuesday 6 July at Langdon Hills Country & Golf Club.

I am also glad to advise that the national JEC have now opened their site for booking tickets to the Jaguar Festival at Bicester Heritage on 4 July. Tickets are £24.00 for 1 car and up to 5 people, available to purchase until 25 June.

I hope you enjoy this newsletter issue, edited this month by Richard Gibby.

Roll on life getting back to normal and I am looking forward to seeing you all again. It should not be too long now.

Graham

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Forthcoming shows and events in May–September 2021

The following shows and events are anticipated subject to COVID guidelines, including potential cancellation or postponement in the event of further COVID-related restrictions. Arrangements for later in the year will be advertised in future newsletters.

JEC Essex Thameside Region show attendances and events:

Sun 30 May	‘Wings & Wheels’ Flying Day, Great War Aerodrome, Stow Maries, CM3 6RN
Sun 4 July	National JEC Summer Jaguar Festival, Bicester Heritage, OX26 5HA
Tue 6 July	Club Night, 8pm, at Langdon Hills Country & Golf Club, RM14 3TY
Tue 3 August	Club Night, 8pm, at Langdon Hills Country & Golf Club, RM14 3TY
Sun 15 August	Classic Car Show, RHS Garden Hyde Hall, CM3 8ET
Sun 29 August	Lavenham Classics Show, Recreation Ground, Lavenham, CO10 9SH
Fri 3–Mon 6 September	Essex Thameside’s Peak District Tour, Makeney Hall Hotel, DE56 0RS
Tue 7 September	Club Night, 8pm, at Langdon Hills Country & Golf Club, RM14 3TY
Sun 19 September	At Home With Lester: region meeting hosted by Lester Magness, CM9 6QA

For information—other non-JEC shows and events open to individuals:

Sat 1 May	Breakfast Meet at The Castle, Great Leighs, CM3 1NE
Sat 22–Sun 23 May	The Weald Park Country Show, Brentwood, CM14 5QS
Sun 23 May	JDC Classic Car Meet at North Weald Airfield, CM16 6HR
Sun 23 May	Auto Jumble Market at The Museum of Power, Langford, CM9 6QA
Sat 5 June	Breakfast Meet at The Cherry Tree, Stambridge, SS4 2AF
Sun 13 June	Antique & Vintage Outdoor Market, Museum of Power, Langford, CM9 6QA
Fri 25–Sun 27 June	London Classic Car Show, Syon Park, London TW8 8JF
Sat 26–Sun 27 June	Motorfest, Kings Farm, Chelmsford, CM1 3PJ
Sun 27 June	Southend Seafront Classic Car Gathering (Cars >25 years old), SS0 7QB
Sat 3 July	Breakfast Meet at The Hare, Roxwell, CM1 4LU
Sun 11 July	Orsett Classic & Vintage Show, Orsett Showground, Orsett, RM16 3JN
Sun 18 July	Ingatstone Hall Classic Car Show, CM4 9NR
Fri 30 July–Sun 1 August	The Silverstone Classic, Silverstone Circuit, Northants, NN12 8TN
Sat 31 July–Sun 1 August	Festival of Wheels, Trinity Park, Ipswich IP3 8UH
Sat 7 August	Breakfast Meet at The Castle, Great Leighs, CM3 1NE
Sat 4 September	Breakfast Meet at The Cherry Tree, Stambridge, SS4 2AF

Doug Warren's Car History

I am sure fellow members will remember most of the cars they owned over the years before ending up with their Jaguars and I am sure we will have thought "if only I had kept that one". The value of our past cars, once only scrap, is now a lot more than we paid for them all those years ago! And, as it stands now with interest rates as low as they are, I am sure we'd get a better return on those vehicles, had we held onto them, than we can get from the banks and building societies.

So what was my first car? Well, to be honest, my first car was back in 1971 but I only owned it for 24 hours! It was an early 1960's Austin Mini 850cc.



When I got it home, my father looked it over and we discovered that the rear subframe had corroded and it would need a new one. My father wasn't happy and insisted I take it back. He accompanied me to the seller and I think that, with both my dad and me on his doorstep, he had little choice but to refund all my money.



So, onto my next car. This was obtained some time after the Mini, but it was an enjoyable ride. I give you a 1962 Triumph Herald.

Here you see the family cat sitting on the bonnet. Who was to know that, in

time, I would have another bigger cat on my bonnet?

To be honest, bearing in mind this was 50 years ago, I can't remember when I changed this car or why. I do remember spending a lot of time under the bonnet dealing with the distributor issues. And I will always remember that this is the first car with which I got into trouble with the police.

The story goes that I was in East Grinstead in Sussex, approaching a pedestrian crossing. A few feet after the crossing—and I mean only a few feet—there was a left-hand turn. Cars in front were

indicating left so, rather than wait, I proceeded to overtake, but on a pedestrian crossing. What I hadn't seen was someone on the left was crossing in front of the cars turning left so, as I began to cross the crossing, I just missed the pedestrian. I must admit they were surprised as me and fortunately jumped back. The car drivers in the two vehicles in front reported me to the police and I was prosecuted for overtaking on a pedestrian crossing, fined God knows what and got my first three points on my licence.



I really can't remember when I got the next car I had or where I got it from but I do remember that, at the time, I was working for British Caledonian Airways at Gatwick. Those were the days. I had great fun and saw things that were never reported, like an aircraft taking off with another one landing at the same time! How scary is that? However, I digress. My next car was a 1964 Rover 2000 (P6). This lasted for a number of years while I then joined the police. It was my transport to Sandgate in Kent where I undertook my initial training and to Ashford in Kent, 18 months later, where I undertook my final training. Again, those were the days. I remember bombing down the M2 to Folkestone and Ashford in the car. It was so comfortable and powerful for those days. I do remember though that the main issues for cars of this era was rust. Had I had the money, these cars had easily detachable wings and I could have replaced them.



For some reason, I'm not sure why or for how long, the next 'vehicle' I purchased was an Austin A60 van. God knows why, but I am sure this didn't last long.

My next car was right up my street! I loved it. A 1960's MGB roadster. You will notice the writing on the bonnet and silhouette. Any one remember this? At the time I was heavily into Blue Stratos aftershave and decided that, as my car was a similar blue to the Blue Stratos bottles, I would have the name and logo painted on the bonnet. I remember sending a picture to the company and receiving loads of various free samples.



While in the police, I had the opportunity to spend time attached to the traffic department on the A27 in Sussex. Our mode of transport in those days, were, MGB GT's, Ford Consul's and, my favourite, the Triumph 2.5PI. But, returning to my beat after attachment to the Traffic Department, my transport was a Hillman Avenger as shown below.



I remember one occasion doing 80mph on Worthing seafront at about 3am in the morning, trying to get to a report of a stolen car heading towards

Worthing from the opposite direction to where I was, on many occasions on the opposite side of the road! Such fun!

The top speed of these cars were just 81 mph, but that was the limit for a number of cars in those days. There were no special modifications to the police car and, apart from its lights and striping, it was bog

standard. Anyway, I digress.



I then brought a Vauxhall Viscount straight 6, 3.3 litre engine and had this for about a year. Fuel consumption was its biggest drawback as I very rarely got more than 20mpg.



As indicated above, one of the cars the traffic department used was a Triumph 2.5PI. I had to have one, and I did. Little was I to know that one area of the car's mechanics was going to be the bane of my life. The Lucas fuel injection. Every so often I had to take it to a specialist, which was always costly. This was because of the difficulty of meeting the emission control regulations, especially at the very low fuel delivery quantities at tick over and low throttle openings. The system had by then already got itself a bad reputation and this was its final demise.

In part, this was because garages did not understand the system and could not set it up correctly. But it was also partly due to manufacturing problems with the system. Furthermore, when manufacture transferred from Lucas Aerospace to Lucas

Automotive, the criticality of manufacture was lost. It has been said that the people building these all-important fuel pump motors just "thought they were building windscreen wiper motors". Oil got under the commutator segments (an attachment, connected with the armature of a motor or dynamo, through which electrical connection is made and which ensures the current flows as direct current) during motor manufacture, with the result that the segments lifted and then the motors failed. Pump shaft seals wore and allowed fuel to leak into the motor. So after a few years, I got rid of this car and was lucky enough to have the use of various company cars including Ford Escorts, Ford XR2s, Vauxhall Cavaliers, Rover 216s and, one of my favourites at the time, Renault 25s.



Jackie had passed her test but hadn't driven for many, many years after doing so. Her first car was a Diahatsu Charade, which was an excellent car for relearning the basics. Being an automatic, this made life easier and, although she had a full licence, she was more comfortable with an automatic rather than a manual, so all future cars had to be an automatic.



Once Jackie had mastered this, she went onto a Volkswagen Golf, various Renault Clios & a Toyota Auris Hybrid followed by another VW Golf. The cars we owned were all Jackie's cars until I purchased my own and first Jaguar car, an X-Type, in 2005. I had this car for 8 years until the arrival of my XK8 in 2013. My XJ8 arrived 5 years later.



It would be interesting to read other members' car histories, so please send them to Graham Cook.

Doug Warren

Caption Competition

Please submit your caption for this month's photo (opposite) to cook_gm@hotmail.co.uk. Congratulations to Richard Gibby for last month's winning caption: "You're right, I *can* see my face in it".






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Exclusions apply.

W.J. Cooper & Son; the early, early days

Continuing the stories told to Colin Cooper by his father and uncles about their building and decorating firm.



William Joshua Cooper, my Great Great Grandfather, came from Stoke-on-Trent, moved to London as a teenager, met and married Mary Ann Holding and then moved to Southend-on-Sea in the early 1890s.

They settled in St Thomas Terrace, in Milton Street, in one of the houses built by his father-in-law's family building contractors

business, Holdings and Sons.

William Joshua Cooper was, I am told, a lovely old man. One day, my Uncle Geoff's little dog had died and he was very upset. So, my Great Great Grandfather gave him a pot of whitewash and a brush and they both painted the greenhouse glass together, to take his mind off of his dog dying.

Uncle Geoff always remembered this kindness.

In 1911, they had two children living with them as boarders, Marian and Claude Ford. They were 8 and 9 years old respectively, and at school. William and Mary had decided to look after two children who were not part of the family.

He was not good with money, so his wife Mary Ann looked after the purse strings. In his later life, he would be given some small change to spend on a pint of beer in the London Hotel in the High Street, then known as the Broadway. On his way home, it was said that he emptied his pockets of any money left over, gave the coppers to the some of the local children and would invite them back for Sunday dinner.

This would not always be met with wholehearted agreement by Great Great Grandmother Mary. When he arrived home, he would stand in the doorway, pull out the linings of his pockets and say "I'm as free of money as a frog is of feathers" and then fall asleep in the chair.

Nanna Cooper told Duncan that sometimes, either his son William Cooper or his Grandson, our Uncle Bill, would be sent down to the London Hotel at 7.30am to get two pints of beer to see William Joshua through the day.

Colin Cooper

Answers to Last Month's Quizzes

Cars Quiz

- 1) Maserati Mistral Spyder, 2) Standard Vanguard, 3) Jaguar Mk I, 4) Jaguar XJ220, 5) Bristol 400 Farina, 6) Ford Thunderbird, 7) Vauxhall Cresta PA, 8) Auburn 852 Supercharged Straight 8 Speedster, 9) Triumph Spitfire Mk IV, 10) BMW Z1, 11) BMW M1, 12) Ferrari 308 GTB, 13) Mosler MT 900S (or GTR XX), 14) Chevrolet Corvette Stingray, 15) Morgan Aero 8, 16) Volvo V90.



Before They Were Famous

- 1) Davy Jones, 2) Fred Astaire, 3) Judy Garland,

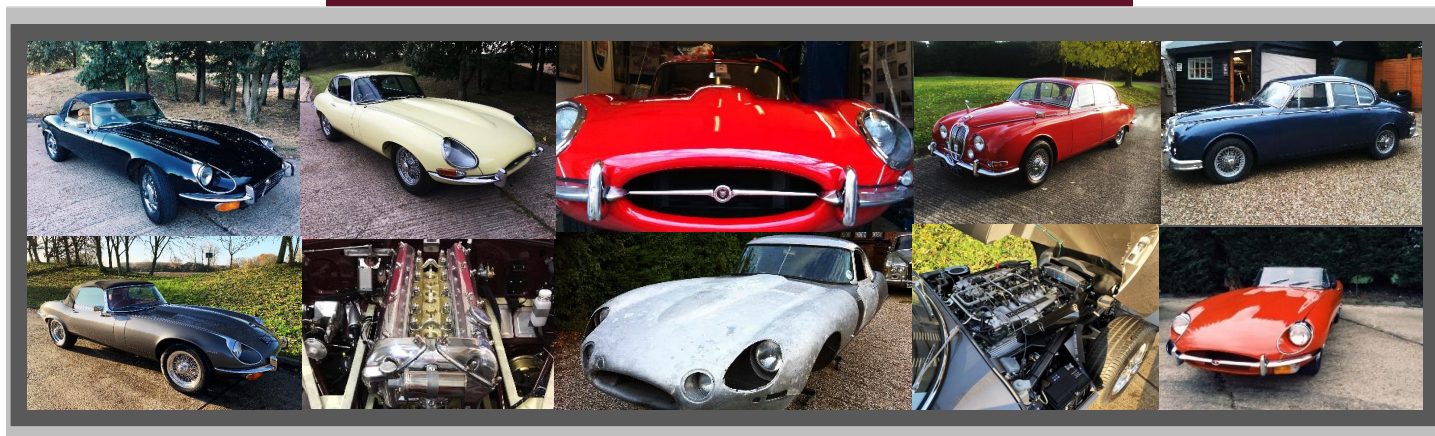


- 4) Richard Gere, 5) Rock Hudson, 6) William Shatner, 7) Sarah Jessica Parker, 8) Paul Simon, 9) Russell Crowe, 10) Harry H Corbett, 11) Iggy Pop, 12) George W Bush

Emoji Song Titles Quiz

Our club night quizzes have each included an emojis round like this. Can you guess the titles of these songs from the clues given by Doug Warren and Richard Gibby?

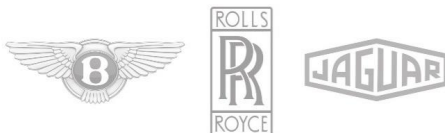
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BEFORE THEY WERE FAMOUS

Who did these youngsters grow up to be?

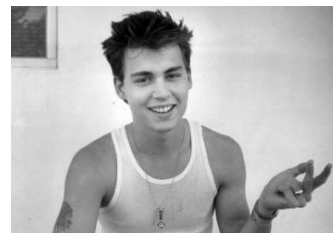
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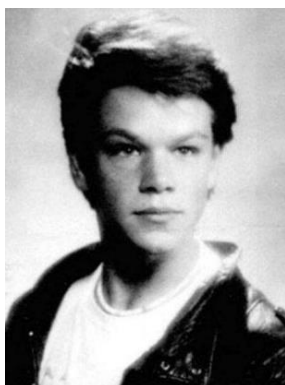
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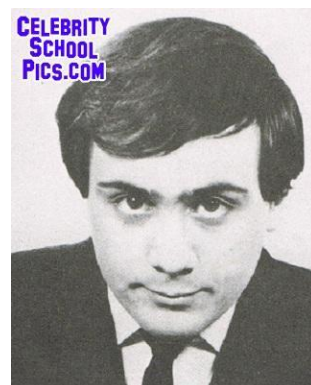
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8



9



10



11



12



May Car Quiz - Name The Make And Model



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7



Figure 8



Figure 9



Figure 10



Figure 11



Figure 12



Figure 13



Figure 14



Figure 15



Figure 16

Good Luck. Answers in next month's Newsletter.

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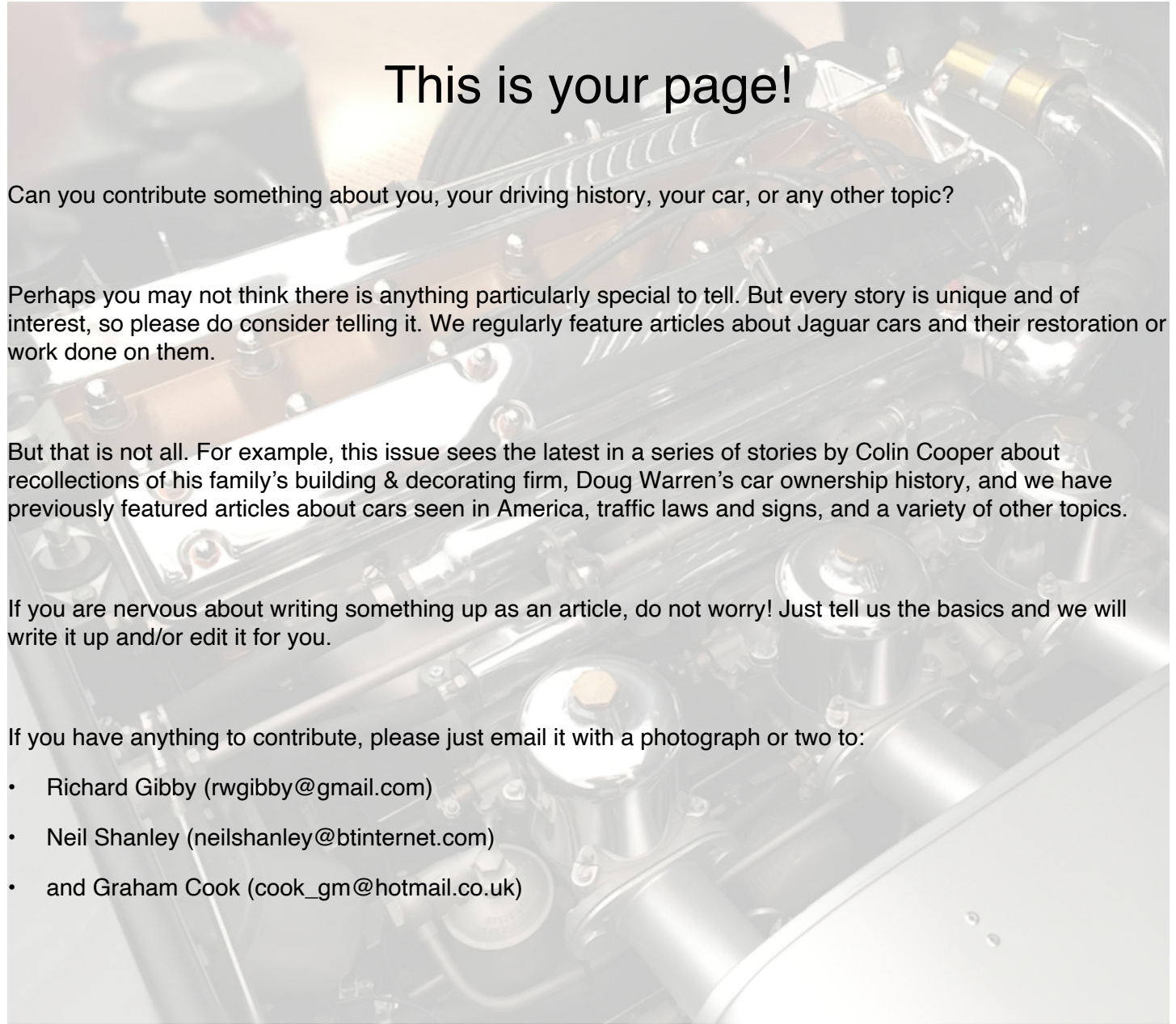
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For Jaguar XJ6 series 1, 2 or 3:

- 3 x pairs of bottom wishbones
- 2 x pairs of drive shafts
- 2 x IRS cages and hubs
- 3 x rear differentials (3.07, 3.31 and 3.30)
- Service Manuals (for 2.9 litre and 3.6 litre)
- Borg Warner 12 gearbox
- Borg Warner 65 gearbox with torque converter
- 2 x (inboard) handbrake mechanisms

For Jaguar F-Pace: rear inner bumper beam

For Mercedes-Benz C Class 09 Estate: rear inner bumper beam



This is your page!

Can you contribute something about you, your driving history, your car, or any other topic?

Perhaps you may not think there is anything particularly special to tell. But every story is unique and of interest, so please do consider telling it. We regularly feature articles about Jaguar cars and their restoration or work done on them.

But that is not all. For example, this issue sees the latest in a series of stories by Colin Cooper about recollections of his family's building & decorating firm, Doug Warren's car ownership history, and we have previously featured articles about cars seen in America, traffic laws and signs, and a variety of other topics.

If you are nervous about writing something up as an article, do not worry! Just tell us the basics and we will write it up and/or edit it for you.

If you have anything to contribute, please just email it with a photograph or two to:

- Richard Gibby (rwgibby@gmail.com)
- Neil Shanley (neilshanley@btinternet.com)
- and Graham Cook (cook_gm@hotmail.co.uk)